

THE HAWAIIAN GAZETTE

RODERICK O. MATHESON, EDITOR

TUESDAY MORNING,
AUGUST 1, 1916.

THE ADVERTISER'S SEMI-WEEKLY

BREVITIES

(From Saturday Advertiser.)
In the case of John K. Smith against Henry Smith, a suit over some estate matter, Judge Ashford yesterday appointed Ella A. C. Long as trustee.

The fifth annual accounts of S. B. Dole, A. Lewis Jr., and J. H. Henderson, trustees of the estate of Tom May, deceased, were referred yesterday by Judge Whitney to Charles M. Hite, master, for examination and report to the court.

Mrs. Kalamauiohaha Kruger died yesterday at her home in Puna Valley, following a short illness. She was born in Maui and was sixty-five years old. The funeral was held yesterday afternoon, the interment taking place in Kawaiahae cemetery.

Mrs. Augusta Gomes died yesterday in the Oahu Insane Asylum, where she had been an inmate for some time past. She was only twenty years old and a native of Hilo, Hawaii. The funeral will be held this afternoon, the interment to take place in the Catholic cemetery, King street.

Yolvetron Oliver, the little son of Mr. and Mrs. Charles W. McClannahan, of 1929 Kalakua avenue, Waikiki, died on Wednesday, following a very brief illness. The child was three months and three days old. The funeral was held yesterday, the interment being in the Catholic cemetery, King street.

A petition was filed in circuit court yesterday asking for the appointment of Mrs. Julia M. Mabe Anahu as administratrix of the estate of Joseph H. Mabe, deceased. The estate consists of real property in Pearl City, this island, and Molokai, valued at \$2025. Judge Whitney will hear the petition in September.

Mrs. Helen Wong Hoy was denied a divorce by Judge Whitney yesterday in her suit against Wong Hoy. The trial took up all the afternoon, the four libellants being represented by Lorin Andrews and the libellee by Judge John T. De Bolt. Extreme cruelty was charged. Judge Whitney could see no cruelty, after patiently listening to the Wong Hoy family troubles.

(From Sunday Advertiser.)
The case of Leong Tai Loy against Lee Wai, an action for accounting and dissolution of partnership, was set yesterday for trial on August 21 in Circuit Judge Ashford's court.

Judgment for \$906.25 in favor of the plaintiff was given by Judge Ashford in the circuit court yesterday in the case of W. Ishimaru against J. Miyamoto, a suit for debt.

Mrs. Annie Mabi of 1505 Beretani street, who died last Thursday in the Queen's Hospital, was buried yesterday in the Makiki cemetery. She was a native of Kailhi, this city, and forty-two years old.

A bad tooth owned by Attorney Eugene K. Aiu caused the postponement yesterday in Judge Ashford's court of the argument on the demurrer in the ancient Scott-Philipo case to a week from tomorrow.

Exceptions have been filed in the supreme court by the defendant in the damage case of Charles Reinhardt against the County of Maui. Reinhardt sued for \$15,000 and on the trial of the case in Circuit Judge Edging court in Wailuku was awarded \$2000.

The counter claim filed with the defendant's answer was denied by the plaintiff yesterday in an addition another filed by the plaintiff in the case of Ho. Tong, guardian of Bella Mejdell, an incompetent person, against E. K. Bishaw in the circuit court. The plaintiff also filed a demand for trial of the suit before a jury.

Sheppard Orman Halls, acting director of the bureau of labor and statistics of the Hawaiian Sugar Planters' Association, filed yesterday in the office of George R. Clark, clerk of the federal court, his declaration of intention to become a naturalized citizen of the United States. Halls, who resides at the Courtland Hotel, was born in Sydney, Australia, on July 29, 1888.

It is not likely that the territorial grand jury will meet next Friday, in which case the session will go over a week.

There being no business on hand, Judge Clemens yesterday adjourned the federal court to ten o'clock tomorrow morning.

Manuel, three months and eighteen days old, son of Mr. and Mrs. Manuel Rodriguez of Kamehameha IV road, Kailhi, died on Sunday and was buried yesterday in the Waianae Catholic Church cemetery.

Manager Harry Murray of the waterworks yesterday escorted Supervisors Larsen on a tour of inspection. The latter is gathering data for presentation to the finance committee now engaged in work concerning the new municipal bond issue.

In the replevin case of Laura Gonzales against the California Feed Company, a stipulation was filed yesterday in the circuit court giving the defendant until August 31 in which to file its proposed bill of exceptions.

Mrs. Chung Sing, a well-known Chinese woman of Chung Hoon lane, who died on Sunday, will be buried this afternoon in the Makiki cemetery. She was a native of China, forty-eight years, eight months and five days old, and lived in Honolulu many years.

William Ahia, administrator of the estate of Solomon Makelona, deceased, was granted a six months' license by Judge Whitney yesterday to sell property of the estate, from the proceeds of which outstanding claims are to be paid. Ahia's bond was fixed at \$6000.

The general conference of the priests of the Hongwanji sect in Hawaii began last night at seven thirty o'clock in the dormitory of the Japanese High School in Fort Street. The conference will be continued until next Friday.

PILES CURED IN 6 TO 14 DAYS
PAZO OINTMENT is guaranteed to cure blind, bleeding, itching or protruding PILES in 6 to 14 days or money refunded. Manufactured by the PARIS MEDICINE CO., St. Louis, U. S. A.

PERSONALS

(From Saturday Advertiser.)
Expecting to remain away ten days, John L. Fleming left for Maui in the Lurline Thursday evening.

Mrs. Ethel M. Taylor left for the mainland on Wednesday for a business trip and expects to be away several weeks.

W. E. Edmonds and family of Hilo, Hawaii, are visitors in the city and have been making a motor tour of the island.

Mr. and Mrs. Antonio J. Oliveira of Leilehua lane, near School street, welcomed on Thursday the arrival of a little baby daughter at their home.

Mr. and Mrs. Kalani Kamaka, of 1265 Pua lane, Palama, had their family circle increased Thursday through the arrival at their home of a new daughter.

Dr. A. N. Sinclair, in charge of the territorial anti-tuberculosis bureau, who returned in the Lurline on Wednesday from a trip to the mainland, will resume his duties the first of August.

Rev. W. D. Westervelt is in the city for a few days. With Mrs. Westervelt the well-known Honolulu has been spending some weeks near the volcano of Kilauwa, on the Big Island. He will return to Hawaii to remain a few weeks more.

Hon. William L. Whitney, judge of the second division of the first circuit court, who has been granted a sixty-day leave of absence, will depart for the mainland in the Wilhelmina on August 9. Judge Whitney expects to be away only six weeks.

(From Sunday Advertiser.)
Twin daughters were born to Mr. and Mrs. William Smith of Lahaina, Maui, last Tuesday.

Mr. and Mrs. William E. Bal, Jr., of Wailuku, Maui, were made the happy parents of a little baby boy last Thursday.

Rev. George Laughton, pastor of the First Foreign Church of Hilo, was naturalized by Circuit Judge Quinn in Hilo on Tuesday as a citizen of the United States.

Mrs. Medeiros of Kuna, Maui, mother of Mrs. L. A. Perry of 814 Kinohi street, returned in the Claudine last Friday to her Valley Island home after a stay of several weeks in the city.

The Rev. Canon John (Lashone) rector of St. Clement's Episcopal Church, Maikiki, and family are at "The Cliffs," Diamond Head, where they will probably remain for some months.

Rev. H. H. Parker, pastor of the Kawaiahae Church, is spending a six weeks' vacation at his country home in Kaneohe, Windward Oahu. He made a brief visit to the city yesterday.

Rev. Leon L. Loofthouwer, pastor of the First Methodist Church, and Rev. K. Kamaoipili, assistant pastor of Kaunakapili Church of this city, returned yesterday in the Mauna Kea from their respective visits to Hilo and Lahaina.

Robert K. Mahikoa and Miss Mabel Naone were married at eight o'clock last night in the Kaunakapili Church, Palama, the nuptial ceremony being performed by Rev. Samuel K. Kamaoipili, the assistant pastor. The witnesses were Clement Wong and Rachel T. Kiakona.

The engagement of Miss Susanah Elizabeth Gregory, daughter of Capt. and Mrs. William E. Gregory of Ketchikan, Alaska, and niece of Capt. James Gregory, master of the S. S. Cinna of this city, to Alfred William Finkler of the Commercial Pacific Cable Company's Honolulu office, has been announced. The wedding will take place in the late fall, it is expected.

HONOLULU PROTESTS
NEW FREIGHT RATES

Action Is Taken In Interest of
Pineapple Packers of Ha-
waiian Islands

Honolulu has protested against the advance of twenty-two and half cents a hundred pounds in freight rates east of San Francisco, and at the request of mainland packers who wanted Hawaii's weight thrown in with the general objection being placed before the Interstate Commerce Commission.

At a meeting of the board of directors of the chamber of commerce, held yesterday afternoon, the invitation of mainland packers of commerce to join the protest was taken up. It was decided to forward a cabled protest against any raise of rates until after January 1. After that date Hawaiian pineapple men need have no worry, for the accumulated canned fruit will have been moved.

With the approval of the Interstate Commerce Commission the new rates will go in effect on September 1. In the interests of local pineapple packers who may not have contracts protecting them against the increase in rates, and because the Honolulu chamber is a member of the national chamber of commerce, and is co-operating, as such, in moves for the general welfare, the protest, with the January stipulation, was authorized.

BRITAIN STILL BARS
RED CROSS SUPPLIES

(Associated Press by Federal Wireless.)
WASHINGTON, August 1.—Great Britain in a formal note to this government yesterday refused again to permit red cross supplies to enter territory controlled by the Central Powers, unless the supplies are assigned to red cross units. The note reiterated the stand taken by the Entente allies prior to this, and repeats the arguments used in former statements.

TRANSPORTATION PROBLEM
SERIOUS SIXTY YEARS AGO

R. C. Wyllie, minister of foreign affairs for the Kingdom of Hawaii, presented a report at the annual meeting of the Royal Hawaiian Agricultural Society, July 30, 1916, sixty years ago yesterday, in which he strongly advocated a concerted effort on the part of Honolulu business men to obtain a steamer for inter-island trade.

There had been one experiment with steam navigation. The steamer Akamai, of 125 tons register, which arrived here in the fall of 1853, was the pioneer boat sent to fulfill the terms of a charter granted by the King to G. W. Ryckman and associates, for the exclusive privilege of inter-island steam navigation for a term of years. A clause in the charter provided that another steamer of not less than 250 tons should also be placed on the route.

Akamai Belies Name
"It is to be regretted," Henry Prndergast wrote in 1856, "that such a boat as the Akamai should have been the pioneer, as she was in no way calculated for the place she was made to fill, having neither capacity, strength nor power to contend with the rough and heavy seas which are constantly met with in inter-island channels."

"It had been represented to the parties who sent her that the passage from one island to another was as smooth as a millpond. The failure of this boat prejudiced public opinion against steam communication, and men thought of the country too young and not yet ripe for steam."

The steamers, the Sea Bird and the West Point, were brought here in October, 1854, by the newly organized Inter-Island Steam Navigation Company. The Sea Bird's furnace would not burn wood, and coal cost \$30 a ton, so she was sent back to San Francisco. The West Point made seven trips between Honolulu and Maui as an auxiliary, being wrecked on Kauai her seventh trip, January 5, 1856.

What They Earned
Her gross receipts for the seven trips were \$4259.94; operation expenses, \$2000, and net profits, \$2259.94. Mr. Prndergast recommended getting a boat to replace her, built according to the following specifications:

"A side-wheel boat, 160 feet long, 28 ft. beam, depth of hold 10 ft., tonnage about 400 tons; size of engine, 34 inch, 9 feet stroke; diameter of wheel, 24 feet, 5 1/2 feet face; walking-beam engine, with a boiler adapted to burn wood or coal; draft, 8 feet."

There was no unusual occurrence for schooners to be out eight or ten days between Honolulu and Kauai, and as long as twenty days between here and Hawaii. Hence, better inter-island communication was a subject of vital importance to this community sixty years ago. Mr. Wyllie's plea for more attempt to establish steam navigation follows:

Small Farmers Needed It
"Vessels propelled by steam or other equivalent locomotive power are the only ones fit to carry on the trade between our islands so as to develop their resources. Cattle cannot be transported with economy and safety except by steam vessels, combining the advantages of spacious deck, small draft of water and quick transit."

"Fruits and other useful vegetables, from remote islands and places, cannot reach Honolulu, the chief market for consumption, in a state fit for use unless conveyed in steam vessels; nor can any other vessel safely anchor and embark produce at those many places where anchorage exists, and where landing is practicable, along the coasts of all the islands. Mr. Metcalf has stated that there are scarcely ten continuous miles of coast anywhere along the shores of the islands where such facilities of anchoring and landing are to be found."

Great Possibilities
"If we possessed steam vessels passing through the islands and calling at the chief of those places all along their coast, it is impossible to say how much traffic might be created and how much the industry and wealth of the islands would be promoted."

"The report of Mr. Prndergast, as that of a practical man speaking from actual experience, although under most adverse circumstances, is of great value. If the results from steam navigation with such steamers as we have had have been such as he represents them (and we have no reason to doubt his statements), what will the results be of steam navigation when we have suitable vessels."

This Is Still True
"At the first introduction of steam vessels and railroads they have everywhere been opposed by men wedded to the existing state of things and skeptical as to the results of all improvements. Everywhere there are men—good and conscientious men, too—who are of that timid, doubting temperament. We have them here; they oppose the introduction of steam navigation upon the ground that all the traffic of the islands will not pay their expenses."

"Precisely such were the arguments used against the first proposals to introduce steam vessels into the British Australian Colonies; yet by their introduction, not many years ago, traffic so much increased, and so rapidly, that in 1855 many steamers were employed between the port of Sydney and others in that country."

Cites Australian Experience
"The experiment in British Australia has been so very successful that while in 1853 there were registered twenty-four steamers, in 1854 there were registered forty-three. Nor has this increase been found sensibly to diminish the number of sailing vessels engaged in the coasting trade. In 1853, 948 sailing vessels were engaged in that trade, and in 1854 947 vessels were registered as engaged in this same trade. The tonnage of sailing vessels and steamers taken together, in 1853 was 76,397, and in 1854 it was 131,234."

"It has been so with the coasting trade of Great Britain and Ireland notwithstanding the confident predictions made in Parliament that the introduction of steamers would entirely supersede the use of sailing vessels in that trade."

"In 1853 there entered and cleared coastwise, 98,717 sailing vessels tonnage 7,909,851, and 11,708 steamers, tonnage 2,773,444, in England. In Scotland, 14,

484 sailing vessels, tonnage 886,333, and steamers 4,617, tonnage 1,118,037. And in Ireland 18,103 sailing vessels, tonnage 1,417,465, and steamers, 4,860, tonnage 1,484, 887. In 1854 there entered and cleared coastwise in England 99,545 British sailing vessels, tonnage 7,554,934, and 297 foreign sailing vessels, tonnage 43,778 also 12,785 steamers, tonnage 3,106,396. In Scotland, 13,739 British sailing vessels, tonnage 856,305, 52 foreign sailing vessels, tonnage 3,990, and 4,870 steamers, tonnage 1,075,388. And in Ireland, 17,414 British sailing vessels, tonnage 1,305,001, and one foreign sailing vessel, tonnage 108 also, 4,751 steamers, with 1,428,435 tons burden. The total number of men employed in 1854, exclusive of masters, was 162,416."

"It will of course be understood that the above numbers do not represent so many distinct vessels, but the number of vessels entered and cleared, and that the same vessel enters and clears often, in the coasting trade during the year."

Might Learn To Take Them
"It is not to be doubted that in this kingdom, when proper steam vessels are properly established, their existence will be found quite compatible with the interests of the owners of sailing vessels engaged in the coasting trade. The effect at first sight would appear to be otherwise, but experience everywhere has proved that steam vessels create traffic, both for themselves and for sailing vessels too."

"The able discourse, and the valuable notes added to it, of the report Hon. David L. Gregg read to the Society in 1854, show clearly and eloquently that what we are now is nothing compared with what we may become and ought to be. It follows as necessary consequence, that in all our public works and improvements we ought not to confine our views to our present wants, but to look ahead to our future requirements; of these, one of the most palpable is inter-island steam navigation."

Advocates Iron Ships
"If this be granted, the next question is, what is the best description of steam vessels for us to introduce? With due deference to the contrary opinion of others, I would prefer propellers and built of iron. They are the most handy, the cheapest, the most durable, and built in distinct compartments, they are the safest."

"In 1854 there were built and registered in the United Kingdom of Great Britain 692 timber sailing vessels, tonnage 115,807 and 36 iron sailing vessels, tonnage 16,880, and 22 timber steamers, tonnage 2,090; and no less than 152 iron steamers, with 62,165 tons burden. This fact alone is the best answer that could be desired to all the objections that have been started to the use of iron in the building of ships."

Compass Not Affected
"Iron steamers have for more than fifteen years been in use between the Clyde and the Mersey; they and iron sailing vessels have made long voyages abroad, and without any accident whatever traceable to variations of the compass."

"Among the objections that have been urged against iron vessels are those variations in use by the mass of iron, the rapid oxidation of the nails which fasten the plates, and the difficulty of keeping the bottom clean. All these have been so overcome by successive inventions and improvements that many of the ship-owners in Great Britain believe that iron will soon supersede wood in shipbuilding almost entirely."

"Mr. John Getty, shipbuilder of Liverpool, has invented a novel mode of using iron in constructing the frames or other main parts of ship—chiefly those which are to be planked with wood and require the employment of copper bolts for holding the planks in place, the main object being to avoid all contact between the iron and the copper bolts and consequently to prevent a destructive galvanic action being set up between the two metals."

"To give strength to ships, Mr. Getty plates the opposite sides of the timbers with iron, and secures the plates together by bolts which pass through the iron and the wood, and then he forms compound ribs or frames of considerable stiffness, which will permit of the copper bolts for securing the planks being inserted therein without coming in contact with the iron."

"For the purpose of facilitating the building of vessels upon this compound principle, he proposes that the breadth of the iron plates shall be, in general, less, say, by about two inches than the depth of the timber to which they are applied, to admit of the ribs being chamfered off to any required angle to suit the curve of the vessel. This mode of strengthening timbers Mr. Getty proposes to employ in constructing the keels and stern posts, frames or ribs, keelsons, stater keelsons, and bilge keelsons, stringers and clamps of ships."

Same Question Today
"There still remains another important question: Who are to introduce such steamers as we need—the government or private individuals? There can be no difference of opinion that it ought to be the latter, if they would procure the right kind of steamers and undertake the risk. We have made an experiment of this sort, and have failed because the steamers introduced were not proper seagoing vessels adapted to our wants."

"To obtain them, it appears indispensable that the government would undertake the expense and the risk of their introduction in the first instance. After proof of their efficiency and of a good profit arising from their operation, the government would have no difficulty in ending them, on advantageous terms, to some private association."

TEETHING CHILDREN.
Teething children have more or less diarrhoea, which can be controlled by giving Chamberlain's Colic, Cholera and Diarrhoea Remedy. All that is necessary is to give the prescribed dose after each operation of the bowels more than natural and then castor oil to cleanse the system. It is safe and sure. Even the most severe and dangerous cases are quickly cured by it. For sale by all dealers. Benson, Smith & Co., Ltd., agents for Hawaii.

More Taxes Or Bond?

WHEN the plantations and industrial corporations borrow money on bond issues it is considered sound business policy to retire the bonds as rapidly as possible when the enterprise reaches its productive stage. Bonds are simply readily transferable mortgages, a first lien against the real property of the concern. They are certificates of debt and not necessarily an asset unless the borrowings they represent have been used to increase the productive capacity of the corporation.

When the Territory borrows money on bonds early repayment of the borrowed money is the least of the worries of our intelligent electorate. Just why it is that municipal, county and Territorial bonds are considered an asset irrespective of how the proceeds were invested is past understanding.

Great Britain is financing the greatest and most costly war the world has ever known by making her own people pay the cost now. Within five years after peace has been restored there will not be any outstanding war bond issues. "Tax the people to the bone" is England's policy. American financiers declare Britain's achievements in financing herself and her Allies the most remarkable exhibition of genius and statesmanship the world has ever seen.

France, Germany and Russia have clung to the issuance of bonds payable thirty, forty, or sixty years hence. Then years from now England will be sending her spare capital out to the ends of the earth to work for her people and bring in interest, dividends and profits, while France, Germany and Russia will have to continue to borrow money every year for the next century to pay interest charges, to refund issues, to redeem bank notes, and finally retire the 1914, 1915, 1916 and perhaps 1917 war loans.

Here is a concrete example of two methods of financing a State, that are being put into practice before our own eyes. The cost of government has to be paid and it is absolutely beside the question whether the additional revenues needed are to pay for munitions during a war, or to build roads in times of peace. The point is that the State which is out of debt is stronger than the one that is loaded up with bond issues and other debts.

This is the plain logic of the taxation question. We can make a political issue of it but all the speeches that are made will not change the facts of the case, which are that legitimate cost of government must be paid. We can vote bond issues, pay interest on the borrowed money twenty, or forty years and finally redeem the bonds or again pass the buck to the next generation; or, we can increase the tax rate now, at the same time reducing the machinery of government—a procedure that no politician is advocating so far as we are aware—and finally put this Territory and every municipality in it on the same debt-free basis as our principal tax-payers, the great plantations.

A big bonded indebtedness is a disgrace unless it represents an investment that earns profits at a rate that will pay itself off within a reasonable period. The United States started Hawaii with a clean ledger eighteen years ago. What have we to show for our borrowed millions?

Added Eggs

AFTER spending a good many hundred thousand dollars in starting a tobacco industry in Hawaii, getting it to the point where a little more faith and a little more backing would have carried it to success it was allowed to fail because pennies were risked where dollars were needed.

Hawaiian tobacco is of an unusually fine quality. It is distinctive in type and like all other commodities which are distinctive it had to be experimented with and tried out a good many times by a good many manufacturers and consumers, before they made up their minds whether they wanted to use it.

In the mean time the small men who did the pioneering got what pioneers always get and there is no tobacco industry, but the manufacturers now want the product. Within the year inquiries for "aromatic Hawaiian leaf" have quadrupled, and, just for luck, not because anything is liable to come of it, The Advertiser is pleased to mention that an American manufacturer is asking "whether Kona wrappers like the 1913 crop can be supplied in quantities up to say 500,000 pounds at two dollars to three dollars per pound." The 1910 crop was about half that, so if Hawaii had kept at it, the probabilities are that the order could have been filled.

Over 30,000 "deserving Democrats," mainly from the Southern States, have been placed on the federal payroll since March 4, 1913.

Residents of Kaimuki are naturally proud of their thriving suburb and are alert, individually and collectively, in making improvements. It is therefore not to be wondered at that the recent appearance of glaring signboards along Wai'alae road is not at all to their liking.

To Wipe Flag From Seas

A REPORT published by Secretary Redfield states: "For many years no country of importance other than the United States has required that ships flying the national flag shall be of domestic construction, although practically every country has made this requirement in the case of steamships receiving postal subventions."

It is related that all practically pay such subventions. Germany gives lower railroad rates—she controls ninety-five per cent of her railroads and her favoritism has enabled German manufacturers to sell their products at lower prices in countries reached by German steamship lines and thus increase German trade. France also does the same thing to a limited extent. Countries pay bounties on construction and thus induce home building. Austria granted loans to shipowners at low rates of interest, or without interest.

Britain loaned nearly \$13,000,000 to the Cunard line at two per cent, lower rate of interest than the company could have secured it elsewhere, and for much less than the government paid, and then paid the line a subsidy. Postal subvention antedates the bounty or subsidy system and is in more general use throughout the world than the latter system.

Great Britain began that system in 1838. The purpose has been to encourage the maintenance of fast mail service on regular routes and schedules, and to foster the domestic shipbuilding industry by limiting payments to domestic-built ships. With two important exceptions, all financial aid extended to shipping by Great Britain has been in the form of postal and admiralty subventions. France pays direct bounties or subsidies. Italy, Austria-Hungary, Spain, and Japan do likewise.

And yet, without any such government aid, and with the payment of wages two or more times as great, and under laws regulating food, hours of labor, and so forth, American shipowners are expected to compete with foreign owners! They are even compelled by the Democratic party to pay tolls in the Panama Canal while foreign governments reimburse their shipowners for such expenses.

The expenditure of \$50,000,000 by the government in the purchase and operation of ships would not help, but would greatly injure American vessel owners, as they could not compete with the government operating at a loss. It is amazing that President Wilson should advocate so strenuously, such a proposition.

Giving Guns To Mexico

A FIRM hand and intelligent and well-conceived policy with respect to Mexico would have, by this time, brought us out of the woods and Mexico under some measure of stable government.

We are told that there is a dearth of ammunition for our troops. But what have we done for Mexico in the meantime? On March 14, 1912, President Taft placed an embargo on ammunition and guns going into Mexico from the United States. On February 3, 1914, this embargo was taken off by President Wilson.

On April 21, 1914, at the time of the Vera Cruz occupation, Mr. Wilson restored the embargo, and on September 9, 1914, he "changed his mind," and again lifted it. On October 21, 1915, when the A. B. C. conference was in session, or soon thereafter, he again restored the embargo on ammunition and guns consigned to everyone in Mexico but Carranza and his followers. This was done to aid the irreconcilable Carranza against Wilson's old ally, Villa.

During the fiscal year 1914, Mexico secured from us \$750,000 of gunpowder, \$488,000 worth of firearms, and \$69,000 worth of other explosives. During the fiscal year 1915 the Mexicans were supplied with \$3,000,000 worth of American cartridges, 2,400,000 pounds of dynamite, 36,000 pounds of gunpowder, \$1,280,000 worth of firearms, and \$116,250 worth of other explosives. On April 11, at a time when the Mexican situation was most acute, 332,000 rounds of ammunition left Laredo, Texas, consigned to Carranza, and on April 14 a despatch from Douglas, Arizona, stated: "The state department has issued a permit to the de facto government of Mexico to pass 1,000,000 rounds of small-arm ammunition across the line to Agua Prieta during the next few days. The ammunition is now en route to the border."

These are two instances which were reported by the press, and there is no telling how many escaped notice.

To Mislead the Voters

THE Underwood tariff has been a dismal failure. The majority of the people of this country are in favor of a protective tariff. In order to mislead the voters at the coming election there is a provision in this bill for a tariff commission.

The Democratic party does not protect our American industries, and their attempt to create a tariff board does not give any assurances that the policy of protection will be recognized. It does not give any assurances that an adequate tariff will be enacted.